

INTIMATION



WATSON'S



VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S
"E" has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.

ALEXANDRA BUILDINGS.

23

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

Telegraphic Address: PRESS
Codes: A.B.C. 5th Ed. Letter
P. O. Box, 34. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JULY 12TH, 1912.

The Russian Duma has passed Navy Bill demanding an appropriation of about twenty-six million pounds sterling annually for the next five years. In the Imperial Rescript, which is mentioned in the telegrams to-day, H.M. the Tsar describes the day of the passing of the Bill as one of great hope for Russia. What that great hope is we scarcely dare conjecture. Up to the commencement of the war with Japan, the Russian Navy had occupied as regards the number of its ships and their general equipment the third place in the world, after the English and the French navies, but after the annihilation of Russia's Navy in the Straits of Tsushima it came down in both respects to seventh place, for now the Navies of Germany, America, Japan and even Italy occupy a considerably higher position as a fighting force. But five years hence, when, in the words of the Imperial Rescript, Russia is expected to have "a fleet of the might and strength which the dignity and glory of the country demand," the position of Russia in the list of the world's navies will be restored, possibly to its former position, and the possession of so powerful a fleet as the programme contemplates will have a very appreciable effect on the balance of power. At the present moment, Russia has four Dreadnaughts completing in the Baltic and three on the stocks in the Black Sea, all building from British designs. The first four are to be ready in mid-1914; the second three in mid-1915. Four more

large battle-cruisers are apparently to be laid down in the near future, which will bring the Russian total of Dreadnaughts to eleven. The programme recently laid before the Budget Committee involved the expenditure of £156,000,000 in the five years 1912-17. In 1913, £12,200,000 is to be expended, £10,000,000 in each of the successive years, and £9,000,000 in 1917. In addition the Ministry of Marine require £83,000,000 for the completion of ships now building and for current expenses. The Budget Committee struck out an item of £7,000,000 for port extensions, so that in the form it passed the Duma the country is committed to an expenditure of £123,000,000 on ship construction in the ensuing five years. When the Bill was under discussion in the Duma the Premier, M. Kokovtseff, said that the Russian Fleet was necessary, not as one of the speakers understood the rôle of the German Navy, to protect commerce, but to protect the general interests of Russia and to preserve her security and prestige. On this it may be remarked that Russia has existed for six or seven years without the fleet which the dignity and glory of Russia is considered by the Tsar to demand. Her security has not been menaced, and though her prestige suffered by the almost complete annihilation of her fleet by the Japanese, the mere buying of another fleet is not sufficient in itself to regain that prestige. Only one conclusion can be drawn from this stupendous effort which Russia is making, and that is that she means to have her revenge for the humiliation she suffered at the hands of Japan. The Navy Bill which the Russian Duma recently passed puts the German Act of 1913 in the shade. The German Act provides for a total expenditure of 207 millions spread over ten years, giving an annual expenditure of 20 millions. The Russian Act provides for an annual expenditure of 26 millions in the next five years. It is conjectured that the action of the Duma will in all probability be followed by a further increase in the German naval proposals and an acceleration of the German ships now under construction. But we need to know more of the details of the programme before we can judge of its influence upon the ship-building programmes of other Powers. Where is the money to come from? Where are these ships to be built? Is Russia able to find this enormous amount of money—and at the same time assist in financing China? Even if the money were forthcoming, many Russian authorities have ventured to pour ridicule on big naval programmes on the ground that the technical resources of the country will not allow of the simultaneous building of a large number of ships; hence by the time the fleet is constructed half the ships will in all probability be of an obsolete type. These are questions, however, which cannot have been overlooked by the Government's advisers, and we may reasonably conclude that the programme was not submitted to the Duma before the Government had fully satisfied itself of the ability to find the money and build the ships within the time specified. The Russian Naval programme, then, has to be counted as an important factor in the naval policies of other Powers, and we do not suppose it was altogether ignored in the recent conference on the Mediterranean situation which took place at Malta between Lord KITCHENER, the British Prime Minister and the First Lord of the Admiralty. Equally likely it is that the programme was kept well in view in the conversations at the recent meeting of the TEAR and the KAISER. One thing is certain. The restoration of the Russian Navy means that it will not be many years before we see a powerful Russian squadron again in the Far East, and consequently an augmentation of the naval strength of the Powers generally in those waters. For no country will the decision of the Duma and the Rescript of the Tsar have graver significance than for Japan, where Russia's stupendous effort "to preserve her security and prestige" is certain to weaken public confidence in the permanence of peace in the Far East.

The s.s. *Manchuria* came out of Taikoo Dock yesterday.

The *Sui Sang* sailed yesterday with 1,000 coolies on board for Java.

The Government yacht *Stanley* has just been equipped with electric light.

The first divorce case at Singapore under the new Ordinance was heard last week.

Major L. B. Walton, commandant of the 20th Punjabis, has been promoted to Lieut-Colonel, subject to the King's approval.

Commodore Eyres and the Hon. Mr. Clementi leave by the *Empress of Japan* to-morrow. Mr. Clementi goes on twelve months' leave.

Two bands of opium smugglers were recently captured on the Siamese frontier near Chiangrai. The opium captured was valued at 40,000 rupees.

A Chinese who was prosecuted by the police for having obtained money by false pretences from compatriots on the understanding that he would find them situations in the Philippines appeared before the Magistrate yesterday, but the man said to have been victimised said that he was to be smuggled into the islands. His Worship therefore dismissed the case.

The 21st anniversary of the Singapore Golf Club has been celebrated by a dinner. In the course of a speech H.E. the Governor said he hoped to have a health resort and a golf course on Gunong Tahan, the highest peak in Malaya, in the course of a few years. Good water had now been found, and surveyors were at work to map out the best route for a railway there.

The Chinese watchman on board the s.s. *Manchuria* saw two men board the steamer on Wednesday night, and as they appeared rather bulky about the chest he examined them and found that they had each 50 tins of opium tied round their waist. The men were handed over to the Shaukiwan police, and on making their appearance before Mr. Melbourne at the Magistracy yesterday were each fined \$500.

Prince Katsura, ex-Premier of Japan, who is now travelling to Europe via Siberia, will probably stay three days in St. Petersburg. After visiting Stockholm he will proceed to Switzerland, whence he will go to London. He will return to Japan overland, breaking his journey at Berlin and possibly Vienna, and has no intention of visiting America. He will be absent about four months from Tokyo. It is authoritatively stated that the ex-Premier's tour will be of an entirely unofficial character.

A lukong who arrested a man in the city for being in unlawful possession of opium found his man rather a tough customer. He attacked the constable with a chopper, and when this was taken from him and he was made to sit on the floor, he took advantage of the constable searching the room to obtain another chopper, with which he again attacked the lukong. Fortunately, the lukong escaped, and the man was arrested later. For the first offence he was fined \$11 and for the assault on the lukong he was fined \$25.

A member of the Naval Yard staff, Mr. Alexander Hill, first-class stoker, died with painful suddenness in the early hours of yesterday morning. He had been feeling unwell in the afternoon, and after reaching home in the evening became delirious. Medical aid was summoned, but he succumbed during the night. Death is attributed to malaria. The unfortunate man, who was 39 years of age and has a wife and child at home, had been in the Colony only six weeks. He was buried at the Happy Valley last evening.

A sensation was created in the city yesterday when it was learned that Mr. J. Arnold, of the Hongkong, Canton and Macao Steamboat Company, was suffering from the effects of poisoning. It appears that on Wednesday night, after partaking of soup at dinner at his house he felt severe pains in the body, and as these became worse a doctor was summoned, who decided that Mr. Arnold was suffering from poisoning. Relief was soon afforded the patient and as the investigations proved that there was poison in the soup the house boy was arrested and further inquiries are being made. As is fairly well known, it was Mr. Arnold's snapshots of the attempt on the life of H. E. the Governor which showed the presence of a second conspirator with a revolver.

THE INDO-CHINA STEAM NAVIGATION CO.

We are informed by Messrs. Jardine, Matheson & Co., Ltd., the General Managers, that they have received a telegram from London to the effect that the annual general meeting of shareholders in the Indo-China Steam Navigation Co., Ltd., will take place on the 18th inst., that £10,000 has been transferred from the undriving Account, which will then stand at £94,785, and that £1,500 has been written off the expenses of the debenture issue. After providing for all expenses and usual depreciation, there remains a balance of £22,107, out of which the

Board of Directors recommend the payment to the holders of Preferred Ordinary Shares a dividend of 8% for the year 1910, leaving the dividend for 1911 in arrear. A balance of £7,530 is carried forward. The transfer books will be closed from the 11th inst., to 1st prox., both days inclusive.

TELEGRAMS

[THROUGH REUTER'S AGENCY.]

BRITAIN'S FOREIGN RELATIONS AND POLICY

IMPORTANT STATEMENT BY SIR EDWARD GREY.

LONDON, July 11th.

Sir Edward Grey, speaking in the House of Commons on the Foreign Office Vote, and referring to the situation in the Mediterranean, pointed out the necessity of having a sufficient margin of strength in Home waters, and not relying on foreign policy alone to protect the United Kingdom. It was not necessary for Great Britain to keep a force in the Mediterranean able to hold our own at any moment against all other Powers, but though there was no prospect of any quarrel in the Mediterranean, if we abandoned it altogether there would be a tendency for us to slip out of account and the diplomatic situation might become strained. We ought to keep a sufficient naval force in the Mediterranean available for use at any moment to enable us to be counted as one of the Mediterranean naval Powers. In view of the coming debate on the subject he would not say more.

Our foreign policy he added, remained unchanged. The starting point of any new development in foreign policy in Europe was the maintenance of our friendship with France and Russia. He welcomed the meeting of the Kaiser and the Tsar. Our relations with Germany were excellent. We had been perfectly frank with each other on all questions of mutual interest, and he believed that when questions came up for discussion, as, for instance, the respective interests of the Powers in Africa or in the Baghdad railway, both were convinced that their mutual interests could be reconciled.

Mr. Bonar Law, the leader of the Opposition, criticised Sir Edward Grey's attitude with regard to the Mediterranean naval policy, maintaining that the British naval force should be strong enough to overcome any possible combination.

THE FUTURE OF CANADA.

SPEECH BY MR. BORDEN.

LONDON, July 11th.

Mr. Borden, the Prime Minister of Canada, and his colleagues in the Ministry now in England were the guests of the Colonial Institute at dinner last night. Among those present were the Duke of Argyll, Lord Strathcona and Lord Selborne.

Mr. Borden in his speech in reply to the toast of the evening said the Canadians were determined to work out their destiny as one of the great nations of the British Empire. They realised that Naval supremacy was the breath of the life of the Empire, the integrity of which could only be secured by one Navy, one King and one Flag. But he did not desire to say anything imperilling Canadian autonomy. The great question of Defence could not be settled for years to come at conferences extending over a few weeks. He emphasised that those responsible for Defence must have a voice in the policy shaping the Empire, and Canada did not propose to be an adjunct even of the British Empire.

KING AND QUEEN IN THE INDUSTRIAL DISTRICTS.

LONDON, July 11th.

Their Majesties the King and Queen have been on a tour through the industrial districts of the West Riding of Yorkshire, visiting the glass-blowing, wire-makers, fuel and woolen works.

THE MAWSON ANTARCTIC EXPEDITION.

LONDON, July 11th.

A Wellington telegram reports that Mawson's Antarctic ship *Aurora* has arrived at Port Chalmers and reports having left all the expedition in good health.

FRENCH ELECTORAL REFORM.

London, July 11th. Reuter's correspondent at Paris telegraphs that the Chamber of Deputies by 339 votes to 217 adopted the Government Bill for electoral reform based upon proportional representation. The Radicals strenuously opposed the measure, and voted M. Poincaré after the division.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE DOCKERS STRIKE.

WORKERS AND STRIKERS IN CONFLICT.

LONDON, July 11th.

In the final for putting the weight 15-34 metres, thus creating a record. In the final for the 5,000 metres H. Kolemainen, of Finland, finished in 14mins. 36-3secs., thus creating a record, Bouin, of France, being second in 14mins. 36-7secs., and Watson, of Great Britain, third, in 15mins. 7-0-10secs.

LATER.

Altogether 13 were injured as the result of the fighting at the docks and were removed to hospital. They were mostly cut and bruised. None were shot, though revolvers were undoubtedly fired. One arrest has been made.

INDUSTRIAL EXHIBITION AT WINNIPEG.

LONDON, July 11th.

The Duke of Connaught, accompanied by Princess Patricia, opened the Industrial Exhibition at Winnipeg. The city was *en fete*. Their Highnesses had a tremendous reception.

The Duke of Connaught in replying to an address of welcome said the only parallel to the warmth of the reception given to him at Winnipeg was his reception in Johannesburg. His Royal Highness mentioned that King Edward selected him as Governor-General of Canada.

THE BRITISH COLLIERY DISASTER.

LONDON, July 11th.

Another explosion occurred to-day, and several of the rescuers were seriously affected, but the volunteers were not deterred and continued the work. Altogether 71 bodies have been recovered. The revised death-roll numbers 79.

The Archbishop of York and several members of Their Majesties' party visited the colliery.

TURKISH POLITICS.

LONDON, July 11th.

A message from Constantinople states that Shevket Pasha, the Minister for War, has resigned, and is appointed Senator. His position was shaken by the outbreaks in Albania.

LATER.

Nazim Pasha has been offered the portfolio of the Ministry for War.

NEW ZEALAND POLITICS.

LONDON, July 11th.

Reuter's correspondent at Wellington telegraphs that Mr. Massey has formed a Government. Parliament has been adjourned for three weeks to enable the new Ministry to formulate a policy.

HONGKONG'S ATTORNEY-GENERAL.

LONDON, July 11th.

The Gazette announces that Mr. J. A. S. Bucknill, King's Advocate at Cyprus, has been appointed Attorney-General for Hongkong.

RUSSIA'S NAVAL PLANS.

LONDON, July 11th.

A telegram from St. Petersburg states that an Imperial Rescript has been issued. It dwells on the importance of rebuilding the fleet, and remarks that the day on which the Bill passed the Duma will be one of great hope for Russia. The grievous wounds which she had sustained must be healed, and the Fleet restored to the might and strength which the dignity and glory of Russia demand.

GOLD FOR SINGAPORE.

LONDON, July 11th.

A wire from Port Said announces that the P. and O. steamer *Medina* has shipped \$25,000 in gold for Singapore.

TROPICAL SCHOOL OF MEDICINE.

LONDON, July 11th.

The Lord Mayor has opened a fund to raise £100,000 for the London-Tropical School of Medicine.

SHAKO REDIVIVUS.

LONDON, July 11th.

The Morning Post learns that the War Office has decided to abolish the shako helmet and revive the shako. Gloucestershire v. Yorkshire, at Bristol. Win for Yorks by 247. Northampton v. Surrey, at Northampton. Win for the former by nine wickets. Kent v. Lancashire, at Tunbridge Wells. The former won by an innings and 20 runs. Leicestershire v. Sussex, at Leicester. Win for the former by six wickets. Australians v. Scotland, at Edinburgh. Won by the Colonials by 296 runs.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ITALY AND TURKEY.

PROSPECTS OF PEACE.

LONDON, July 11th.

A message from Constantinople states that it is learned on reliable authority that there are good prospects for an early settlement of the war. The departure of Said Malmet Pasha, the President of the Council of State, who ostensibly proceeded to Vienna, is connected with the possibility of a direct understanding between the belligerents.

WARNER INDISPOSED.

LONDON, July 11th.

Warner, the cricketer, is seriously ill from hemorrhage due to a blow received at the nets. He will be ill at least a month.

THE PARLIAMENTARY RECESS.

LONDON, July 11th.

In the House of Commons, Mr. Asquith said that the House would rise in the second week of August and reassemble in the first week of October.

THE PHILHARMONIC CONCERT.

The concert given by the Philharmonic Society at the City Hall last night was an unqualified musical success, notwithstanding the announcement of a special installation of fans, scarcely a hundred persons were present. The concert was honoured by the presence of H.E. the Governor, Lady May and family, in whose honour and as a farewell to Commodore Eyes it was really given. The choral songs, and part song by Mrs. Head, Mrs. Kew, Mrs. Platt, Miss Griffin, Mrs. Bishop, Mrs. Cousins, Mrs. Main, Miss Hunt, Mr. R. Peyton-Griffith, Mr. S. Hore, Mr. F. Austin, Mr. F. A. Biden and Mr. G. H. Platt were most effectively rendered. The voices blended perfectly. Mrs. Schofield's finished singing of "Four Songs of Emotion," arranged by Mr. Denman Fuller, was greatly enjoyed and both the singer and the composer were recalled. Violin solos were given by Mr. G. Vermeij, who is new to the Hongkong concert platform. He played two compositions in masterly style and deserved all the applause he received. Mr. Frank Austin sang "The pipes of Pan" in fine voice and with good effect. In the second part Mr. Denman Fuller played two short piano solos—one by C. Debussy, the other by Chopin. Mr. Fuller's abilities at the pianoforte are well known to all music lovers in the Colony, and it is perhaps unnecessary to say that his contributions to the programme were received, as they always are, with rapturous applause. The remainder of the second part was occupied by a Song Cycle, "Windflowers" by A. Somervill, taken by Mrs. Schofield, Mrs. Cousins, Dr. M. Lobb, and Dr. Schofield, R.N. It consisted of six quartets, a soprano and baritone duet, a soprano solo and quartet and a baritone solo and quartet. Mr. Fuller was at the piano. The various numbers were well rendered and the whole concert was greatly enjoyed. The work chosen for the first concert of the forthcoming season is the Opera "Merrie England" by Edward German. Practices commence in October.

HONGKONG AND SHANGHAI BANK.

THE DIVIDEND.

We are officially authorized to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £2 per share:

Add to the Silver Reserve Fund \$250,000 Write off Bank Premises 250,000 And carry forward about 10½ lacs.

QUEEN WILHELMINA'S VISIT TO PARIS.

HOW ETIQUETTE WAS SATISFIED.

Among tangle-foot tales, that of the dilemma in which the Protocol enmeshed itself over the visit of Queen Wilhelmina to Paris ranks high. It is too long and complicated to be enunciated here; but the main points are these:—(1) A Sovereign in Paris must call on M. Fallières; (2) a woman may not call on a man; (3) Mme Fallières has no official existence. Therefore, nobody could call on anybody, and what was to be done? Very simple! La petite Reine informs M. le President of her Royal intention to call, and M. le President begs her Majesty not to give herself that trouble. Etiquette is satisfied. The Protocol has improved since MacMahon's day, when the menu of a dinner at the Elysée, designed to do honour to an Austrian Archduke, began with Consommé Solferino and ended with Bombe Magenta.—*Pall Mall Gazette*.

SUPREME COURT.

Thursday, July 11th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (HON. MR. W. REES DAVIDS, K.C.)

THE THIRD PARTY ACTION.

The case in which N. C. L. A. Mohideen sued the Coronation Garage and Lau Nga Po was continued.

After the cross-examination of the defendant by Mr. Potter,

His Lordship said that since the rising of the Court yesterday he had considered the evidence as a whole and had certain misgivings concerning the defendants' case which made him consider whether he should not stop the case. He did not do so, because he desired to hear Lau Nga Po's evidence. He was now definitely of opinion that on Mohideen's evidence he had not established his partnership. He had gone into the evidence very carefully, and was of the opinion that it was simply a waste of time to call upon a third party to give evidence. His Lordship then indicated the points on which he had suspicion.

Mr. Potter then addressed his Lordship on the question of agency.

Further evidence was called, and the case adjourned.

SAN FRANCISCO A PORT OF DISTRIBUTION.

BETWEEN EAST AND WEST.

The San Francisco Chronicle of the 10th ult. contained the following leading article:—

M. Komada, assistant manager of the Osaka Mercantile Steamship Company of Japan, in seeking berthing privileges for his company's vessels at this port, has expressed the opinion that San Francisco will become the centre of distribution for freight cargoes between the Atlantic Coast and Asia. This is the reason advanced for abandoning the present terminal at Tacoma.

It has been assumed that San Francisco would become a port of call for vessels sailing between Asia and the Eastern coast of this continent via the Panama canal, running in to take on fuel, passengers and small shipments of freight. Komada does not accept this assumption.

He expresses the opinion that it will not be possible to pick up at any one port on the Atlantic Coast freight destined for a single port in the Orient in the length of time necessary for the operation of an express service.

He calls attention to the probability that all freight originating on the Atlantic Coast for shipment to Asia will be hilled to San Francisco, here to be segregated and transhipped to the particular ports of destination. The same would apply to Oriental freight destined for the Atlantic Coast. In other words, San Francisco is to become a great clearing-house for merchandise and passengers moving between the East and the West.

If Komada's conjectures are right—and they doubtless are—there is all the more reason for hastening the construction of harbour facilities and for a change of system and control that will permit of a readjustment and reduction of charges.

There is a vast difference between the commerce arising from export and import and that arising from transhipment or purely terminal business. The former is largely, if not wholly, fixed by the production and the consumption of the country tributary to the port, modified in a measure by the confluence of rivers and the convergence of railroads. Such commerce is rigidly fixed by considerations that do not depend upon harbour facilities or harbour tolls. Distribution commerce is fixed solely by the expeditors of the situation. Such trade can seek within reasonable limits, the port that has the greatest natural advantages assisted by artificial improvements and economic costs.

It is this commerce that will be offered to San Francisco in unprecedented volume. Indeed, it is already being offered by such negotiations as that of Komada for berthing privileges. It should rest with the city to welcome, not with the State to repel, such offers.

KAISER'S GIFT TO NORWAY.

COLOSSAL STATUE OF NATIONAL HERO.

The Emperor William, as is well known, is very fond of cruising in Norwegian waters, and in the summer of 1913 he hopes not only to celebrate the twenty-fifth anniversary of his coming to the throne, but also to pay his twenty-fifth visit to Norway. As a "silver reign" gift he has presented the Norwegian nation with a colossal statue of Frithjof, one of their national heroes.

The statue, which is already nearly finished, has been cast in bronze and modelled by a German artist. It is nearly 40ft. high, and stands on a pedestal about 70ft. square, of rough, uncut granite. As a site for this statue the Kaiser has already bought a piece of land on the Sogne Fjord—the exact spot where tradition says Frithjof is buried.

Owing to the immense size and weight of the statue (it weighs about 160cwt.) special arrangements have had to be made to transport it to Norway. It will first have to be taken in several pieces by boat to Bergen, then light ships take it up the fjord rear to the site, and finally a special light railway will have to be built in order to get it up the eminence on which it is to be erected.

It will be ready by June, 1913, when the Kaiser will himself be present to unveil it and present it to the Norwegian people.

THE GERMAN NAVY LEAGUE.

RENEWAL OF THE AGITATION.

The German Naval League held its 12th annual meeting on the 9th ult. at Weimar under the presidency of Grand Admiral von Koester. Among those present were the Grand Duke of Saxe-Weimar, the former president of the League, Prince Salm-Horstmar, the former Secretary of State, Admiral von Hollmann, and some representatives of the Admiralty, including the officer in charge of the Press Bureau. Prince Henry of Prussia, the patron of the League, sent his greetings.

Grand Admiral von Koester delivered a long speech in which he criticized the present provisions of the Navy Law and advocated demands for more large cruisers and for a further increase of personnel. He quoted statistics to show the superiority in large cruisers of England and still more of the Triple Entente when the plans of France and Russia were carried out. He said that the Navy League could be satisfied with the creation of a third squadron of the High Sea Fleet even at the cost of the abandonment of a second fleet flagship and of the material reserve. On the other hand they deeply regretted the permanent reduction of strength of the reserve fleet. The new amendment of the Navy Law had done nothing to satisfy the demand for more large cruisers, notwithstanding their importance in the event of a blockade. Taking all the circumstances into consideration, the Navy League must demand that two large cruisers should be substituted for two small cruisers in the programme of construction, and they would not be going too far if they demanded that by the year 1917 there should be a fresh increase of personnel by 5,000 men and that five additional large cruisers should be built.

This sketch of a new programme of agitation was received with enthusiasm and endorsed by all the speakers. Broadly speaking, says the *Times* correspondent at Berlin, the Navy League is demanding the fulfilment of wishes over and above the recent legislation which Grand Admiral von Tirpitz—the "organizer of the Navy," as Admiral von Koester called him—found it necessary temporarily to suppress. The key to the proceedings was, indeed, supplied by a member of the Federal Council—Herr von Borries, Minister of State in Sax-Altenburg. Speaking with knowledge of what happened in the Federal Council, he said that if he could put himself in the place of Admiral von Tirpitz he would not be satisfied with the last Navy Bill.

Although there will probably be a period of calm, the Navy League proceedings should serve as a reminder that the recent legislation is in no sense final. One might even suggest that the production of a "Cruiser Bill" is little more than a matter of time. The apparent symmetry of the provisions of the Navy Law is highly artificial, and when forthcoming changes in the distribution of the fleet have been effected it will be all the easier for the organizers of naval agitation to detect "gaps" which ought to be filled. The division of forces between Wilhelmshaven and Kiel, which has already existed on paper rather than in practice, is being abandoned. No new scheme of organization has been published, but notwithstanding semi-official assurances that nothing has been decided, it seems pretty clear that all the large cruisers as well as the battleships which are put into commission in the near future will be stationed at Wilhelmshaven. The *Frankfurter Zeitung* calculates that within three or four months there will be 13 "Dreadnoughts" at Wilhelmshaven. They would be the seven Dreadnought battleships already in commission, together with the three new battleships *Oldenburg*, *Kaiser*, and *Friedrich der Grosse*, and the large cruisers *Von der Tann*, *Moltke*, and *Göben*.

AYER PANAS RUBBER CO.

Mr. Sime presided over a good attendance at the annual meeting of Ayer Panas Rubber Co., at Singapore, on the 2nd inst., and said the position was now much better than it was at the last meeting, a deficit of \$30,000 had been turned into a credit of \$20,000. There was no need to worry further regarding finance. The yield compared with the prospective estimates was satisfactory. The cost f.o.b. was 1/9, and he hoped it would soon be 1/8, landed in London. The godown accounts were over three months overdue. He regretted this, but did not believe there was a single company which could bring out its accounts within three months. He hoped, however, to bring them out next year in two months.

Mr. A. Morrison strongly criticised the belated character of the balance sheet. This was the third ordinary meeting, and irregularities of this kind were still going on. He thought the Chairman might have exerted himself to reduce such irregularities. He disagreed with the Gunn restitution money being distributed in dividends. The restitution should have been made by those in authority in the company. He failed to understand why in 1911, with a planted area of 470 acres evidently planted before 1907, they only received 40,800lbs. as with 150 trees to the acre they should have 73 per cent. more trees bearing.

The Chairman replied that he would be pleased to bring forward a proposal that the company should refund any of the Gunn moneys received. He was unable to see why anyone should assume the yields ought to have been in excess of the estimates. The rubber sold in London made an average price of 4/11.

The report and accounts were passed.

Mr. E. Kong Guan was re-elected Chairman. He said they would probably make a 6 per cent. interim dividend in October.

THE TRADE OF JAPAN.

The following information is from the report by the British Commercial Attaché at Yokohama on the trade of Japan in 1911:—The year has been remarkable for two reasons—firstly, that the new and largely increased import tariff came into force in July, thus causing a large influx of anticipatory imports in the earlier part of the year; and secondly, that the revolution in China caused a serious disturbance in trade between the two countries and materially reduced the exports. Under the circumstances the wonder is not that the effect of these two causes was so great, but that it was not greater.

Apart from the questions of the tariff and China the year has passed quietly without many incidents which are worthy of record. A great many banks and companies availed themselves of the easy conditions of the money market and called up money on shares and floated debentures, and there was a certain amount of activity in the industrial world. According to the Bank of Japan, the total sum subscribed on account of various undertakings which came into existence in 1911 amounted to \$24,500,000 after making the necessary deductions on account of enterprises which were dissolved or had their capital reduced, and the sum actually paid up aggregated \$10,500,000. With two exceptions these are the highest figures on record, so that it will be seen that the country is gradually recovering from the bad years it has passed through since the great boom. There was a serious storm and a tidal wave in July, which caused a great deal of destruction in some localities, while another severe typhoon in August did immense damage to the sugar industry in Formosa. Fortunately, however, the chief agricultural crops, namely, wheat and barley, were not only better than in the previous year, but also showed an increase over the average. Nevertheless the price of rice has been very high. In July, before the future of the crop could be assured, rice touched 20 yen per koku (about 8s. per bushel), which is the highest price on record; but even after the crop was successfully harvested, and well on into 1912, the price of rice kept so consistently high that the problem has become a serious one, for as is well known, rice is the bread of Japan and regulates the cost of labour.

As regards Korea, the bestowal of pension bonds after the annexation and the money circulated by the payments for various large public works have increased the purchasing power of the public, while the feeling of security has induced many to produce their hoarded savings. The result is that there has been a conspicuous increase in imports, and a promising market is developing for those who care to study it. The decrease in exports is said to be due to the fact that the farmers, not being so hard up for ready cash as in the past, have not been compelled to sell their rice and beans and are holding their stocks in anticipation of a rise in the market. Rice and beans, it should be mentioned, account for more than 55 per cent. of Korea's exports.

In Formosa the situation is very promising. Sugar, of course, is now by far the most important industry of the island. The exports of sugar to Japan and China represent £3,800,000 out of a total export of £6,000,000, and the import of sugar machinery is no less than £450,000, which is a larger amount than is credited to any other item on the import list. The business in Oolong tea has also been very good.

THE REBELLION IN GOA.

BOMBAY, June 24th.

A correspondent, alluding to affairs in Goa, says the insurgents are badly armed, having no better weapons than muzzle loaders. They are not led by any leaders. Each party, when on raid, selects its own leaders, confining themselves to purely guerrilla warfare. They try to ambush any force sent against them. Sharp-shooters from trees kill officers, but with the exceptions of Mysore and Panjab no part of Goanese territory is safe from their raids.

A village may be celebrating the wedding of a bandsman in a British native regiment on furlough, when in the middle of the festivities a score of armed savage men will rush in on the scene. The bride's jewellery is torn from her, her relatives tortured until the dowry is produced, and the whole village held to ransom. In May raiding Raanas surprised a hamlet within fourteen miles of Mergaon during a double marriage feast, plundered the houses, and carried off the two unhappy couples bound hand and foot. During the night the prisoners were left in sole charge of an old man who drank himself to sleep, with some liquor captured in the village. One bridge-room managed to untie himself, loosed the bonds of his companions in misfortune, and then the four fearing to return to their homes fled towards British territory. Only a few days ago the Raanas killed a man and a woman on the road within a few miles of Mergaon, carrying off a thousand rupees worth of jewellery from the murdered woman's body. Within the Chinese were ever a race much addicted to suicide. In spite of a marked scepticism with regard to the prospect of a life hereafter, they meet death with stoical unconcern. High officials take poison in their yamens at the bidding of Imperial edicts. Criminals are led to execution talking pleasantly with their friends. The writer knows of a case in point, of a long string of victims to be beheaded in that terrible potter's yard that the tourist can see in Canton, one of whom asked serenely of the executioner that he might be placed at the end of the line in order to have leisure to finish his cigarette. There, enjoying his final smoke, unmoved and scarcely interested, he witnessed the death of his comrades. To the Chinese in bondage life is no more than a series of troubles, a riddle that is barely worth the guessing; and death the shortest and simplest solution. There are many native proverbs to that effect, of which "every man must be possessed of lice" is highly representative. Only to those who understand—as far as they are comprehensible to the Occidental mind—Chinese temperament and character is it credible that the payment of compensation for lives lost on the railway became to many an immediate inducement to commit suicide. Nor were these suicides confined to the inhabitants of the northern provinces of Chili and Shantung, but men walked hundreds of miles in order to get themselves killed that their families might thereby profit.

The prospects of quelling the insurrection by force are not bright. The native troops, not being relied on from their supposed want of courage, are confined to Marmagao and Panjab which, being cut off by water from inland territory, are in no danger of being attacked. The newly arrived European troops are split up and distributed to the more important towns. The village of Mergaon was occupied a few days ago by a detachment of two officers and 50 white soldiers, but the Raanas have no intention of facing disciplined troops in the open and on the least sign-of-danger disperse to the hills and jungles. The Governor has ordered loyal inhabitants to kill them on sight, but as the young men are absent in service in India or on board steamers, the villages have none to defend them but old men, women and children. Until flying columns pursue them relentlessly to their fastnesses or cordons of troops confine them to the mountains and the outbreak dies of insurrection, there is scant likelihood of peace being restored.

ROYAL COMMISSION ON THE CIVIL SERVICE.

LORD HALDANE'S EVIDENCE.

The first report of the Royal Commission on the Civil Service, of which Lord MacDonald, is chairman, is issued as White Paper.

Lord Haldane, in the course of his evidence said that the military and civilian elements at the War Office worked in entire harmony, but this result could not have been attained with any civilians who were not highly educated men. Asked by what means that superior education could be best attained, he replied that the ideal system of University education would be to his mind what he had been familiar with in Scotland. There the son of a working-man, thanks to the old root system of elementary education which existed in England, had a chance of rising from the ranks through the secondary school or through the extension of the primary school they had there to the University. We were very far from that in England at the present time.

From that time we began to pour out the needed class of highly educated persons, and to do so with more access from the poorer stratum of the community. Until that time came he thought, in the interests of the State which must prevail over the interests of any class, however great, if we were to get the most efficient type of Civil Servant for the highest work in the Civil Service, we must look to such Universities as there were, and no doubt Oxford and Cambridge where the teaching in some respects was very admirable, to supply us with a very good stream of them.

What many people wanted, and he certainly wanted to get, was all appointments in the Civil Service open to everybody, whatever his origin, whether poor or rich; but we should not be able to do that unless we provided every candidate with at least a chance of getting this type of education that he considered requisite, not for all civil servants, but for the higher division civil servants.

To let everybody in on one foundation which would not enable us to get that wide education, was, to his mind, to sacrifice the interests of the State to the interests of what he admitted was a very

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 53. Telephone No. 12. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

CONSULAT DE FRANCE, HONGKONG.

SUNDAY Next, 14th of July, being the FRENCH NATIONAL FEAST, the CONSUL FOR FRANCE will be pleased to receive at his Official Residence, 15, Peak Road, between 10.30 A.M. and 12 NOON the Members of the French Community, British Officials and Officers, their foreign colleagues and all other persons who may wish to call on that occasion. Hongkong, 11th July, 1912. [891]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the Company will be CLOSED from TO-DAY, the 11th July, to THURSDAY, the 1st August, 1912 (both days inclusive), during which period no Transfer of Shares can be registered. By Order of the Board of Directors, JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 11th July, 1912. [902]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 12th inst. will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers. Hongkong, 11th July, 1912. [15]

IN THE MATTER of the COMPANIES' CONSOLIDATION ACT, 1908, and IN THE MATTER of the NATIONAL BANK OF CHINA, LIMITED, (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a Second return of Capital and Dividend at the rate of Three Dollars (Hongkong Currency) per Share will be paid on and after SATURDAY, the 13th day of JULY, 1912, to registered holders of A and B Shares upon application to:

In the case of Shares on the London Register—Messrs. LOWE, BINGHAM & MATTHEWS, Thorne's Chambers, Ingles Court, 167, Fenchurch Street, LONDON, E.C.

In the case of Shares on the Colonial (Hongkong) Register—Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, Cumber Road, HONGKONG.

Share Certificates must be produced for endorsement. A. R. LOWE, Liquidator. Hongkong, 11th July, 1912. [930]

NOTICE.

HONGKONG AND CHINA GAS CO., LIMITED.

THE unexpectedly large demand for GAS COOKING STOVES has exhausted the Company's stock of New Stoves.

More are being telegraphed for, and intending customers for same are requested to furnish their names and addresses to the Company so that no undue delay will arise in fitting the stoves when they arrive.

GEORGE CURRY, Local Secretary. Gas Office, Hongkong. 9th July, 1912. [866]

RECEIVED

A NEW SHIPMENT OF

AUSTRALIAN

DESSERT APPLES

25 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

TUESDAY, 23RD JULY,

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

A N INTERIM DIVIDEND of THREE and a HALF DOLLARS per Share for the Six Months ending 30th June, will be payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary. Hongkong, 9th July, 1912. [895]

THE WEST POINT BUILDING CO., LIMITED.

A N INTERIM DIVIDEND of TWO DOLLARS per Share for the Six Months ending 30th June, will be payable on MONDAY, 29th July, 1912, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 20th July, to MONDAY, the 29th July, 1912 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, MOWBRAY S. NORTHCOTE, Acting Secretary to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD., General Agents for THE WEST POINT BUILDING CO., LTD. Hongkong, 9th July, 1912. [896]

THE STAR FERRY COMPANY, LTD.

NOTICE IS HEREBY GIVEN that on EXTRAORDINARY GENERAL MEETING of the STAR FERRY CO., LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on WEDNESDAY, the 24th day of JULY, 1912, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions will be proposed:

1. That the Capital of the Company be increased from \$200,000 to \$300,000 by the creation of 10,000 new Shares of \$10 each. 2. That when the present reserve fund of the Company exceeds \$100,000 the Directors do and they hereby are authorised to distribute \$100,000 portion thereof amongst the persons who are Registered as Shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of Shares held by them on such last mentioned date and that such bonus be payable on such date as the Directors may appoint.

3. That the Directors may be authorised to offer at par to every person Registered as a Shareholder on such date as the Directors may decide one new Share of the Company for every complete two old Shares held by him on which all calls have been paid, such new Shares being equal in nominal amount to the bonus payable to him for every complete two old Shares held by him under the last preceding clause and that the nominal amount of such new Share be paid to the Company on or before such date as the Directors shall appoint, such new Share to participate in the First Dividend Declared after the issue thereto to the extent of receiving one half of the Dividend paid in respect of the Share duly paid up on the 1st May, 1912, and thereafter pari passu with the existing Shares.

4. That no Shareholder shall be entitled to an offer of any free share of a new Share in respect of an old Share held by him.

5. That the Directors be authorised to dispose of any new Shares offered to a Shareholder and decline or not accept within such time as the Directors may appoint end of any surplus new Shares to such persons upon such terms and conditions and at such times as the Directors think fit.

By Order, EDWARD OSBORNE, Secretary. Hongkong, 10th July, 1912. [698]

WANTED.

WANTED to buy the DIRECTORY and CHRONICLE for CHINA, JAPAN, etc. for the years 1856 and 1870. Offers to be addressed to:

No. 72, Care of "Daily Press" Office. Hongkong, 9th July, 1912. [890]

CHRISTIAN SCIENCE SOCIETY

invites the public to attend a

LECTURE

ON

CHRISTIAN

SCIENCE

AT THE

THEATRE ROYAL,

CITY HALL.

ON TUESDAY, 23RD JULY,

AT 5.30 P.M.

The Lecture will be delivered by Miss Knapp, C.S.B., Member of the Board of Lecturesthe Mother Church, The First Church of Christ, Scientist, in Boston, Massachusetts.

Hongkong, 10th July, 1912. [897]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipment in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities

[423]

INTIMATIONS

LANE, CRAWFORD & Co.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.



WE ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED FOOCHOW TEA.

Price—Including Freight, Duty and Delivery to any address in the United Kingdom:—

PER 10 CATTY BOX...\$17.50. PER 5 CATTY BOX...\$10.

SPORTS DEPARTMENT.

JUST ARRIVED:

TENNIS BALLS, SLAZENGER'S in Tin Cases.

RACKETS, NETS, POSTS,

ETC., ETC. [51]

TO LET

TO LET.

NO. 12 BEACONSFIELD ARCADE First Floor, BEACONSFIELD ARCADE,

No. 14, MACDONALD ROAD, CALDER, 6-Roomed House, First Situation from 1st August, 1912.

LARGE ROOMS, Central Position, Cheap Rent.

1 LARGE GODOWN in No. 3a, Duddell Street, 1st Floor.

1 SMALL GODOWN in Duddell Street (Godown D).

"ROGATE" Austin Road, Kowloon, from 1st April.

For Sale, "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1194.

For Sale, with or without Furniture.

"TOR CREST" No. 8, The PEAK, with Tennis Court, Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply to—LINTHLEAD & DAVIS

3rd Floor, Alexandra Building.

Hongkong, 8th July, 1912. [122]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—

A. S. WATSON & CO., LTD., Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

TO LET.

"A BERTHOLWYN," Peak Road, from 15th July.

EUROPEAN FLAT, Nathan Road, Kowloon.

SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF.

Apply to—

HUMPHREYS ESTATE & FINANCIAL CO., LTD.

Alexandra Buildings.

Hongkong, 10th July, 1912. [869]

TO LET.

ON 2ND FLOOR, NO. 2 PEDDER STREET, ONE-ROOMED OFFICE.

Apply Property Office.

JARDINE, MATHESON & CO., LTD.

Hongkong, 23rd May, 1912. [733]

TO LET.

OFFICES in KING'S BUILDING

RANFURLY, 11, Conduit Road. From 1st June.

Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, 1st July, 1912. [121]

FOR SALE:

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—

MANAGER,

"Hongkong Daily Press" Office

Hongkong, 13th March, 1912. [897]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL ... \$15,000,000

RESERVE FUND ... \$1,500,000 at 2/— \$15,000,000

SILVER ... \$16,750,000

\$31,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS.

F. H. ARMSTRONG, Esq.—Chairman.

Andrew Forbes, Esq.—Deputy Chairman.

G. H. Madhurst, Esq.

G. Friedland, Esq.

C. S. Gubey, Esq.

G. R. Lauren, Esq.

F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

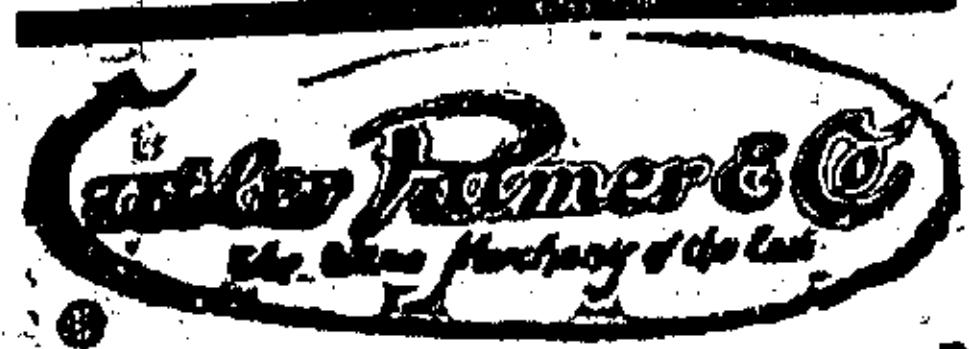
ACTING MANAGER:

Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.



NAPIER JOHNSTONES'

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.THE SAME TO-DAY AS IN
1745.BEWARE OF
IMITATIONS.SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

[62]

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.The Steamship "ATHOLL"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns or Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 8th July, 1912. [89]

SOCIETA NAZIONALE DI SERVIZI
MARITTIMI.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND
SINGAPORE.

THE Steamship

"POLCEVERA,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Undersigned before NOON on the 22nd inst., or they will not be recognised.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 15th instant, at 9.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 9th July, 1912. [4]

NORDDEUTSCHE LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE,"

having arrived from the above ports, Consignees of their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 17th July, at 9.30 A.M.

All Claims must reach us before the 24th July, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
General Agents.

Hongkong, 10th July, 1912. [5]

WEATHER REPORT

On the 11th at 11.50 a.m.—A shallow depression has formed over S. Japan. A shallow depression remains over the N.E. coast of Asiam. Pressure has increased moderately to slightly along the China coast and slightly over Formosa and N. Luzon.

Light or variable winds are indicated along the E. coast of China, and moderate E. winds over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.11 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood

Formosa Channel Variable wind, moderate.

South coast of China (Same as No. 1.) Same as No. 1.

South coast of China (Same as No. 1.) Same as No. 1.

Hongkong and Hainan E. winds, moderate; fair.

CHINA COAST METEOROLOGICAL REGISTER.

11TH JULY, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Direction.	Force.	Weather.
W. Coast	7 a.	29.80	57	97	W.W.	1	or	
Namuro	6 a.	30.01	—	—	E	1	—	
Hakodate	—	—	—	—	S.E.	5	—	
Takio	2	28.83	—	—	E.S.W.	0	—	
Kochi	29.73	—	—	—	W	0	—	
Nagasaki	29.82	—	—	—	SW	9	—	
Kagoshima	29.82	—	—	—	SW	9	—	
Oshima	23.91	—	—	—	SW	3	—	
Naha	29.95	—	—	—	SW	0	—	
Ishigami	28.89	—	—	—	S	0	—	
Bonin Is.	30.6	—	—	—	S	0	—	
Chofu	—	—	—	—	SW	1	—	
Weihaiwei	6 a.	27.73	72	90	SE	3	+	
Hankow	—	—	—	—	SE	1	—	
Kiukiang	23.78	78	95	—	E	1	+	
Shanghai	23.81	78	95	—	W	1	+	
Gutzlaff	23.81	83	83	—	W	1	+	
Amoy	7 a.	24.84	83	—	NE	2	+	
Swatow	6 a.	29.89	85	75	SW	5	—	
Taihoku	5 n.	29.82	—	—	—	0	—	
Taipei	29.89	—	—	—	—	0	—	
Taiwan	29.88	—	—	—	NE	2	+	
Kushun	—	—	—	—	NE	2	+	
Pescadores	29.88	—	—	—	E	2	+	
Canton	9 a.	29.85	85	83	E	2	+	
Hongkong	6 a.	29.83	81	80	E	2	+	
Vict. Peak	7 a.	—	—	—	E	3	+	
Gap Rock	6 a.	29.81	—	—	E	3	+	
Macao	29.82	81	—	—	E	1	+	
Waikow	9 a.	23.86	82	83	SE	2	+	
Hoikow	—	—	—	—	SE	1	—	
Pakhoi	—	—	—	—	SE	1	—	
Philippines	6 a.	29.81	77	—	ENE	2	+	
Fourans	29.75	75	—	—	EW	4	+	
C St James	29.75	74	—	—	WSW	2	+	
Aparri	29.85	—	—	—	S	1	+	
Manila	29.86	—	—	—	E	1	+	
Legaspi	29.86	—	—	—	N	1	+	
Bacolod	9 a.	29.87	86	—	SW	1	+	
Hoito	29.87	86	—	—	SW	1	+	
Cebu	29.87	86	—	—	E	1	+	
Lubuan	29.89	79	—	—	SE	1	—	

HONGKONG METEOROLOGICAL REG. STEER.

Hongkong Observatory July 11th

Previous On Date On Day at at at 2 p.m. 6 a.m. 2 p.m.

Barometer	29.83	29.83	29.81	29.81	29.81
Temperature	87	81	85	85	85
Humidity	68	90	78	78	78
Wind Direction	East	East	East	East	East
Forest.	2	2	2	2	2
Weather	o	o	o	o	o
Rain	—	0.11	—	—	—

Highest open air Temperature on 10th ...89

Lowest open air Temperature on 10th ...81

HONGKONG TIDE TABLE.

From 12th to 18th July, 1912

Days	HIGH WATER.		LOW WATER.	
	Time	Height	Time	Height
Fri.	12	6 h 29	7 1	9 21 7 0
		8 50 3 8	8 50 3 8	9 21 7 0
Sat.	13	7 17 7 6	8 0 23 3 2	9 21 7 0
		9 48 3 8	8 3 6 1 2	9 21 7 0
Sun.	14	8 7 8 1	9 1 12 3 1	9 49 3 0
		10 57 3 9	9 4 9 3 4	9 49 3 0
Mon.	15	8 58 8 3	9 3 2 3 3 0	9 41 3 4
		11 21 2 3	9 4 31 4 1	9 41 3 4
Tues.	16	9 51 8 2	10 2 56 2 8	9 54 2 8
		10 46 7 9	10 58 2 0	9 54 2 8
Wed.	17	0 3 4 0	11 30 2 8	10 46 2 8

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Receipts.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £25. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS	TONS	STARTING	1912
MANCHURIA	27,000	TUESDAY,	16th July, at 1 P.M.
NILE	11,000	"	TUESDAY, 30th July, at 1 P.M.
MONGOLIA	27,000	"	TUESDAY, 6th Aug., at 1 P.M.
PERSIA	9,000	"	TUESDAY, 27th Aug., at 1 P.M.
KOREA	18,000	"	TUESDAY, 3rd Sept., at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 17th Sept., at 1 P.M.
CHINA	10,200	"	TUESDAY, 24th Sept., at 1 P.M.
MANGHURIA	27,000	"	TUESDAY, 1st Oct., at 1 P.M.

INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE NO. 141.

32

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.

VIA

HANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
ADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY" ... 7,000 tons... Sailing Aug. 15th.

To be followed by other Steamers of the Company at
two intervals.
Calling at AMoy and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Patrol Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE NO. 783, KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.
PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: FROM COLOMBO:

20th July. 10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.
REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Present Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 12TH JULY, 1912.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

SATURDAY, 13TH JULY, 1912.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "HONAM."	5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651 | S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 14TH JULY.

The Company's Steamship "SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons,

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trip about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUL." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier. [143]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC
DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYU MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, croquet, baseball, dances and
free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers,
and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

779

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, ("YEDDO") 7,200 ... On 29th July.

KOBE and MOJI ("NIPPON") 7,500 ... About 20th Aug.

For Freight and Further Particulars, apply to TELEPHONE NO. 171.

ARTHUR NILSSON & CO.

YORK BUILDINGS, TOP FLOOR.

401

(Under Mail Contract with the Austrian Government,

MONTHLY FAST DIRECT SERVICE TO TRIESTE,

VIENNA, SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID.

S.S. "KOERBEE," 9,900 tons, will leave as above on 19th July, at 5 p.m.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap
rates, Hongkong-Trieste, Venice £25 1st, £32 2nd Class. No surtax, no extra, excellent cuisine, Doctor,
Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "VORWAERTS," 12,900 tons, will leave for YOKOHAMA and KOBE via SHANGHAI
about 31st July.

S.S. "SILESIA," 13,900 tons, will leave for TRIESTE, VIENNA and VENICE, via SINGAPORE,
PENANG, COLOMBO, CALCUTTA, ADEN, SUZU, PORT SAID, on 31st July.

These Steamers are fitted with comfortable one class accommodation for saloon
passengers. Cheap rates, Hongkong-Trieste, Venice £25, no surtax, excellent cuisine, Doctor,
Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

Hongkong, 12th July, 1912.

Princes' Building. [155]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT

<tbl_r cells="5" ix="5" maxcspan="1"

SHIPPING

ARRIVALS

CHONGMING, British str., 1,259, N. Meliddell, 11th July—Tientsin 4th July. General.—Jardine, Matheson & Co.
CHARA JENSEN, German str., 1,103, A. Uldrup, 10th July—Haiphong 7th July. Rice—Jensen & Co.
HOUSANG, British str., 1,834, J. M. Hay, 15th July—Meji 5th July. General.—Jardine, Matheson & Co.
KONGMING, German str., 1,116, J. Kohler, 11th July—Swatow 10th July. Rice—Butterfield & Swire.
KUMHAN, British str., 3,238, F. Wheeler, 11th July—Singapore 5th July. General.—Jardine, Matheson & Co.
LINAN, British str., 1,552, W. W. Williams, 11th July—Shanghai 7th July. General—Butterfield & Swire.
MUREX, British str., 2,329, Miles, 16th July—Turakan 10th July. Liquid Fuel—Asian Petroleum Co.
PEHUPENH, British str., 1,056, Jan. M. Scott, 11th July—Saigon 7th July. Rice and General—Chinese.
SUNGKIAN, British str., 957, H. Matthias, 11th July—Haiphong 7th July. General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
July 11th.
SHANTUNG, British str., for Moji.
TIJUWOO, Dutch str., for Batavia.

DEPARTURES.

July 11th.
CHENAN, British str., for Shanghai.
DEMOCLES, British str., for Shanghai.
HAICHING, British str., for Swatow.
LINAN, British str., for Canton.
PRINZESS ALICE, German str., for Shai.
SIMLA, British str., for London.
WAISHING, British str., for Canton.

SHIPPING REPORTS.
The British str. *Singhaling* reports: Fine weather throughout.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The T.K.R. str. *Chicago Maru*, with U.S. mails, is expected to arrive on the 12th July, at noon.

The P.M. str. *Nile*, with the U.S. mail from San Francisco, sails from Yokohama on the 11th July, between 10 a.m. and noon en route to Hongkong via Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 18th July.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Cobden* left Sydney on the 30th June, at 11 a.m., and is expected here on or about the 22nd July.

The E. & A. str. *Eastern* left Sydney on the 3rd July, for this port (via Queensland Ports, Port Darwin and Manly).

THE CANADIAN MAIL.
The C.P. R. str. *Montreal* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 17th July a.m.

SHIPMENT STEAMERS.
The str. *Glenlogan* left Singapore on the 6th July, and is due here on or about the 12th July, at daylight.

The O.S.K. str. *Tacana Maru* from Tacoma arrived at Manila on the 7th July, and will leave again for this port on the 16th July, a.m., and is due here on the 13th July a.m.

The H.A.L. str. *Segoria* left Shanghai on the 10th July, and may be expected here on or about the 13th July, a.m.

The Seong Line str. *Guranta* left Rangoon on the 3rd July for Hongkong via Penang and Singapore, and is expected to arrive here on the 15th July.

The T.K.K. str. *Kiyo Maru* left Honolulu on the 23rd June for Hongkong, and is expected to arrive at this port on the 28th July.

The Swedish East Asiatic Co.'s str. *Yeddo* left Port Said on the 20th June, and is expected to arrive here on or about the 29th July.

The "Mogul Line" str. *Braemar* left United Kingdom on the 8th June, for Hongkong via the Straits, and is due here about 21st July.

The str. *Kioto* passed the Suez Canal on the 2nd July for Hongkong.

SELL LINE.
Garmartheshire, from London, is due in Hongkong 20th July.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Fazila, from Penang, is due in Hongkong 12th July.
Junda, from Japan, is due in Hongkong 23rd July.

PASSED THE CANAL.

June 7th—*Aki Maru*, Hitachi Maru, Peru, Polynesia, Sachsen, Teucer, Atreus, O. J. D. Ahlers, 11th—Atholl, Glenlogan, Indra, 14th—Bohemian, G. Ferd. Laiz, Palawan, Ping Suey, Yerra, 16th—Brigavaria, China, Polyphemus, Princesse Alice, 21st—Armand Behic, Jason, Meimann, Menmon, Miyakawa Maru, 25th—Braemar, Bulow, Candia, Carmartheshire, Matoppo, Pesiarur, Vandala, Yangtze, 26th—Ernest Simons, Babia, Arcadia, Baron Driessens, Schuykill, Neleus, Patricia, 2nd—Beaufort, Borneo, Cauchas, Flintshire, Lutzev, Yeddo, Kioto, 3th—Kitano Maru, Suezia, Titan, Telemachus, 9th—Bohemian, Gochien, Hindaya, Minnister, Caulfe, Baron Ogilvy.

ARRIVALS AT HOME.

July 9th—Patricia, Bulow.

CHUNGNGOISANPO
(Chinese Daily Press),
PUBLISHED DAILY,
is the oldest and still immemorially the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulated largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 104, Des Vaux Road,
Central, Hongkong, 151, Fleet Street, London
from the different Agents.
Documents translated from or into Classical
or colloquial Chinese.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's DESTINATION. 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

VESEL'S NAME	FLAG & CO.	SECTION	VESEL'S NAME	FLAG & CO.	SECTION	VESEL'S NAME	FLAG & CO.	SECTION
LONDON & ANTWERP	Brit. str.	—	MONTMOUTHSHIRE	Brit. str.	—	JARDINE, MATHESON & CO., LTD.	About 13th inst.	
LONDON, VIA USUAL PORTS OF CALL	Brit. str.	—	DEVONIA	Brit. str.	—	On 20th inst., at Noon.		
LONDON & ANTWERP VIA SINGAPORE, &c.	Brit. str.	—	BRASILIA	Gen. str.	k. w.	About 24th inst.		
ROTTERDAM, HAMBURG & ANTWERP, &c.	Brit. str.	—	FOREST BULLW	Gen. str.	k. w.	On 17th inst.		
HAVRE, BREMEN, HAMBURG & ANTWERP, &c.	Gen. str.	—	GOLDENFISH	Gen. str.	k. w.	On 22nd inst.		
HAVRE, ROTTERDAM & HAMBURG	Gen. str.	—	LUCKEBO	Jager	k. w.	On 13th August.		
HAVRE, BREMEN & HAMBURG, &c.	Gen. str.	—	TOYO KAISHA	NIPPON YUSEN KAISHA	k. w.	On 23rd August.		
MARSEILLES, HAVRE & HAMBURG, &c.	Gen. str.	—	SEGOVIA	Jap. str.	k. w.	On 14th inst.		
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	Gen. str.	—	AWA MARU	Jap. str.	k. w.	On 17th inst. at D'light.		
MARSEILLES, HAVRE & HAMBURG, &c.	Gen. str.	—	TAOGA MARU	Jap. str.	k. w.	On 7th Aug.		
VICTORIA, BC. & SEATTLE VIA SHANGHAI, &c.	Gen. str.	—	PANAMA MARU	Jap. str.	k. w.	On 16th inst., at 4 P.M.		
VICTORIA, BC. & TACOMA VIA KEELUNG, &c.	Gen. str.	—	YORK	Jap. str.	k. w.	On 18th inst., at 1 P.M.		
VICTORIA, BC. & TACOMA VIA KEELUNG, &c.	Gen. str.	—	KOBBER	Gen. str.	k. w.	On 23rd inst., at 1 P.M.		
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON	Gen. str.	—	SILESEA	Aus. str.	k. w.	On 24th inst., at Noon.		
TRISTE, FLORENCIA, VENICE VIA SINGAPORE, &c.	Gen. str.	—	MIDDLEHAM CASTLE	Brit. str.	—	On 19th inst., at 5 P.M.		
NEW YORK	Gen. str.	—	INDRAGIRI	Brit. str.	—	On 31st inst.		
BOSTON & NEW YORK	Gen. str.	—	KANSAS	Am. str.	—	About 13th inst.		
VANCOUVER VIA SHANGHAI, JAPAN, &c.	Gen. str.	—	EMPEROR OF JAPAN	Brit. str.	2 m.	On 9th August.		
VANCOUVER VIA SHANGHAI, JAPAN, &c.	Gen. str.	—	MONTRAGL	Brit. str.	2 m.	To-morrow, at 6 P.M.		
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	Gen. str.	—	MANGHUA	Am. str.	—	On 3rd Aug., at 6 P.M.		
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	Gen. str.	—	CHITO MARU	Jap. str.	1 m.	On 23rd inst., at Noon.		
AUSTRALIAN PORTS VIA MANILA	Gen. str.	—	PRINCE WALDEMAR	Gen. str.	—	On 30th inst., at 1 P.M.		
AUSTRALIAN PORTS VIA MANILA	Gen. str.	—	TAIWAN	Brit. str.	—	To-morrow, at 9 A.M.		
AUSTRALIAN PORTS	Gen. str.	—	ST. ALBANS	Brit. str.	—	On 23rd inst., at Noon.		
AUSTRALIAN PORTS	Gen. str.	—	YAWATA MARU	Jap. str.	—	On 2nd August, at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	KIYODA MARU	Jap. str.	—	On 6th Aug., at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	FAZILKA	Brit. str.	—	To-day, at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	KUMSANG	Aus. str.	—	On 15th inst., at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	CHONGSHING	Brit. str.	—	About 31st inst.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	LIAN	Brit. str.	—	On 14th inst., at D'light.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	TSINGTAU	Brit. str.	—	On 17th inst., at 5 P.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	SHANGHAI	Brit. str.	—	On 23rd inst., at 1 P.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	KOREA	Brit. str.	—	On 29th inst.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	SHANGHAI	Brit. str.	—	On 31st inst., at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	MOJI	Gen. str.	—	Quick despatch.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 16th inst., at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	To-morrow, at 9 P.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 15th inst.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 16th inst., at 4 P.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 20th inst., at 4 P.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 26th inst., at 4 P.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 30th inst., at 4 P.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 10th inst., at 9 A.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 21st inst.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 23rd inst.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 24th inst.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 25th inst.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 29th inst.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 4th August.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 16th inst., at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 17th inst., at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 14th inst., at Noon.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 16th inst., at 10 A.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 16th inst., at 11 A.M.		
YOKOHAMA, KOBE & MOJI	Gen. str.	—	YOKOHAMA	Brit. str.	—	On 23rd inst., at		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 18th July.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon.	See Special Advertisement.
OF CALL	Capt. W. E. Hickey	20th July.	
SHANGHAI, MOJI, KOBE AND YOKOHAMA	CANDIA	About 21st July.	Freight only.
NUBITA	Capt. E. E. Shore	About 25th July.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PE NANG, COLOMBO PORT SAID and MARSEILLES	POONA	About 24th July.	Freight only.
	Capt. A. F. Vine, R.N.E.		

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 11th July, 1912.

1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAU, WEIHAI-WEI, CHEFOO & TIENTSIN	KUEICHOW	On 12th July, 6 P.M.
SHANGHAI	LINAN	On 13th July, M'night.
HOIHOW (Mai) & HAIPHONG	SUNGKANG	On 14th July, 8 A.M.
MANILA, CEBU and ILOILO	KAIFONG	On 16th July, 4 P.M.
SHANGHAI	CHINHUA	On 18th July, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY DAY ISLAND, COOKTOWN CAIRNS, TOWNSVILLE	TAIYUAN	On 19th July, Noon.
BRISBANE, SYDNEY & MELBOURNE	ANHUL	On 20th July, M'night.
SHANGHAI	S. LINTAN and S.S. SANUL	On 20th July, M'night.
AUSTRALIAN STEAMERS		Superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.
REDUCED FARES		Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MARINA LINE-TWIN SCREW STEAMERS	TEAN and TAMING	Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft; Electric Fans fitted.
SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS	"ANHUL," "CHENAN," "CHINHUA" and "LINAN"	with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.-Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		TELEPHONE 35
REDUCED FARES-SINGLE \$45.....RETURN \$75.		
NEW SERVICE-SHANGHAI to ANTUNG sailings on alternate Wednesdays.		
For Freight or Passage apply to-Hongkong, 12th July, 1912.	BUTTERFIELD & SWIRE, AGENTS	[8]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. J. S. Roach	TUESDAY, 16th July, at 11 A.M.
HAIMUN	Capt. J. W. Evans	FRIDAY, 19th July, at 11 A.M.
HAICHING	Capt. W. C. Pasmore	TUESDAY, 23rd July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN" ...	Capt. J. W. Evans	SUNDAY, 14th July, at 10 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of July, Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.		
For Freight and Passage, apply to-	DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS	

Honkong, 12th July, 1912.

17

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF SCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. GOLDENFELS	23rd July.
S.S. SUEVIA	2nd August.
S.S. PERSIA	15th August.
S.S. O. T. D. AHLERS	22nd August.
S.S. C. FEED. LAEISZ	11th Sept.
S.S. ARCADIA	24th Sept.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

10

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS On 23rd July, at Noon	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to—

GIBB, LIVINGSTON & CO.
AGENTS.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUL via SWATOW and AMOY	DAIGI MARU	SUNDAY, 14th July, at Noon.
FOOCHOW via SWATOW and AMOY	KAIJO MARU	WEDDAY, 17th July, at Noon.

For information of Freight, Passages, Callings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER.

778-7

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, NOON.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENOY MARU	E. Bent	TUESDAY, 20th Aug., at Noon.

SHINYO MARU ... H. S. Smith TUESDAY, 10th Sept., at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOAKI, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).
247

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	

TEPLITZ WATER

A most delicious TABLE-WATER for the HOT SEASON:

\$18 PER CASE OF 100 PINTS.

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 12th July, 1912.

COMMERCIAL.
CLOSING QUOTATIONS.

July 11th.

ON LONDON—	Telegraphic Transfer	1/11 1/2
	Bank Bills, on demand	2/-
	Bank Bills, at 30 days' sight	2/-
	Bank Bills, at 4 months' sight	2/-
	Credits, at 4 months' sight	2/-
	Documentary Bills 4 months' sight	2/-
ON PARIS—	Bank Bills, on demand	25/-
	Credits, at 4 months' sight	25/-
ON GERMANY—	On demand	205
ON NEW YORK—	Bank Bills, on demand	48/-
	Credits, at 60 days' sight	49/-
ON ROMANIA—	Telegraphic Transfer	149
	Bank, on demand	149
ON CALCUTTA—	Telegraphic Transfer	149
	Bank, on demand	149
ON SHANGHAI—	Bank, at sight	75
	Private, 30 days' sight	75/-
ON YOKOHAMA—	On demand	98
ON MANILA—	On demand—Pesos	98/-
ON SINGAPORE—	On demand	85/-
ON BATAVIA—	On demand	120
ON HATHONG—	On demand	1 1/2 P.M.
ON SAIGON—	On demand	4
ON BANGKOK—	On demand	75/-
SOVEREIGN, Bank's Buying Rate	\$0.95	
GOLD LEAP, 100 fine, per tael	\$52.00	
BAR SILVER, per oz.	28/-	

SUBSIDARY COINS.

Chinese	20 cents piece	\$8.00 discount.
Chinese	88.48	"
Hongkong	87.10	"
Hongkong	88.20	"

MAILS VIA SIBERIA.

London Date Due Shanghai

June 22nd. July 8th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 11TH JULY, 1912.

STOCKS.	NO. OF SHARES.	VALUE PAID UP	LOSING QUOTATIONS CASE.
BANKS—			
Hongkong & Shanghai Bank Corporation	120,000	\$125	all \$820, buyers
China Borneo Company, Limited	60,000	\$12	(\$1,000-\$83.10/-)
China Light and Power Company, Limited	50,000	\$5	all \$81
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	all \$81
COTTON MILLS—	200,000	\$10	all \$81, buyers
Evo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all Tls. 90
Hongkong Cotton Spinning Co., Ltd	125,000	\$10	\$5
Dairy Farm Company, Limited	40,000	\$72	all \$22
DOCKS AND WHARVES—			
Hongkong & Kowloon Wharf & Co., Ltd.	60,000	\$50	all \$61, sal. & buy.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	\$48, buyers
New Amoy Dock Co., Limited	10,000	\$52	all \$61
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all Tls. 49, sum. div.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 95
Green Island Cement Co., Limited	40,000	\$10	all \$41, sellers
Hongkong Electric Co., Limited	60,000	\$10	all \$223
Hongkong Hotel Company, Limited	12,000	\$80	all \$112, buyers
Manila Metropole Hotel Limited	15,000	\$10	all \$72, buyers
Hongkong Ice Company, Limited	50,000	\$25	all \$210, sellers
Hongkong Hope Manufacturing Co., Limited	60,000	\$10	all \$192, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all \$74
INSURANCES—			
Canton Insurance Office Co., Limited	10,000	\$250	all \$235, buyers
China Fire Insurance Co., Limited	20,000	\$100	all \$132, sal. & buy.
China Traders Insurance Co., Limited	24,000	\$83.33	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$250, sal. & buy.
North China Insurance Co., Limited	10,000	\$15	Tls. 130
Union Insurance Society, Limited	12,400	\$250	\$800
Yangtze River Insurance Association, Limited	12,000	\$100	\$195, Ex. 73
LANDS AND BUILDINGS—			
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all \$105, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all \$78.5, buyers
Kowloon Land Investments Co., Ltd.	6,000	\$50	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 66
West Point Building Co., Limited	12,500	\$50	\$56, buyers
Matachappatot Mijn, Bosch-en Handbow exploitation in Langkat ...	25,000	Gds. 10	Tls. 64
MINING—			
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all 34/-, sales
Tronch Mines, Limited	160,000	\$1	72/6, buyers
Hewwood Tin and Rubber Estate, Ltd.	715,200	2/-	4/-, sales
Raub Australian Gold Mining Co., Ltd.	200,000	4/-	\$33, buyers
Peak Tramways Co., Limited	25,000	\$10	\$11, buyers
Philippine Co., Limited	50,000	\$10	15, buyers
PRINTED MATTER AND SAMPLES—			
Saturday, 13th, 11.15 P.M.	5,000	4.00 P.M.	
Registration	3,15 P.M.	Registration with late fee of 10 cents up to 4.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
Saturday, 13th, 11.00 A.M.	5,000	Registration with late fee of 10 cents up to 11.00 A.M.)	
Saturday, 13th, 1.00 P.M.	5,000	Registration	
Saturday, 13th, 1.15 P.M.	5,000	Registration with late fee of 10 cents up to 1.15 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5,000	5,000	
Saturday, 13th, 11.00 A.M.	5,000	Registration	
Saturday, 13th, 1.00 P.M.	5,000	Registration with late fee of 10 cents up to 1.00 P.M.)	
Saturday, 13th, 3.00 P.M.	5,000	Registration	
No late fee Letters	5		